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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

RC-26B AIRCREW TRAINING

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This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202V1, *Aircrew Training*. It establishes the minimum standards for training and qualifying personnel performing duties in the C-26/RC-26 Aircraft. It applies to all USAF C-26/RC-26 operators. This AFI applies to the Air National Guard (ANG). This instruction does not apply to the Air Force Reserve Command (AFRC). MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3O-AI, through NGB/A3T, for approval prior to publication IAW AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to NGB/A3T and the user MAJCOM/ DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA Office of Primary Responsibility (OPR) for post publication review. Recommendations for improvement to this instruction are encouraged. Send recommendations to NGB/A3T through command channels, on an AF Form 847, *Recommendation for Change of Publication*. AF/A3/5 is the approval authority for changes or revisions to this instruction. NOTE: The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. The Privacy Act of 1974 and the Paperwork Reduction Act of 1974, as amended in 1996, affects this publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the *Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. This document incorporates and/or supersedes previous flight crew information files (FCIFs) and

Flight Crew Bulletins (FCBs). Any FCIF or FCB pertaining to operational restrictions and procedures dated prior to the date of this publication is hereby rescinded.

SUMMARY OF CHANGES

This AFI has been substantially revised and requires a thorough review to examine all of the changes. The major revisions are as follows:

All references to ANG/XO and XOTM have been changed to NGB/A3 and NGB/A3T, respectfully. As the only “MAJCOM” for the RC-26, NGB/A3 is the waiver authority for this regulation unless specifically delegated to the unit OG Commanders. All references to syllabus requirements have been removed, see tables 2.3, 3.1, 3.2, 4.2 and 4.3, and are now contained within their respective syllabi. Paragraph 2.6, Differences Training has been added and table 3.1 now references Pilot/MSO differences academics. The terms for BMC, MR, and CMR have been added/changed to paragraph 3.1. Paragraph 4.2 now reflects the required hours needed for different experience levels (FTL “A” and “B”). Ground Training Requirements, now table 4.2, has been substantially revised to include new requirements and new ARMS identifiers. Simulator Training, now identified as GS09 is a biennial requirement. On table 4.2, the annual training period now runs from 1 October to 30 September. Table 4.3 identifies semi-annual flying requirements with the periods of 1 October to 31 March and 1 April to 30 September. Table 4.4 has been added to include new requirements and new ARMS identifiers. Table 5.1 replaces the old table 6.1 and the hours requirement for upgrading crew positions has been substantially revised. Table 5.3, FCF Academics Review, replaces the old table 6.5. Figure 5.1 from the old AFI, referencing “lookback” has been removed.

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Chapter 1

POLICY

1.1. General. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member, while maintaining previously acquired proficiency.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members in an assigned crew position for a specific aircraft, to perform the command or unit mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training, conduct RC-26 Mission Essential Tasks, and combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades copilots (CP) to aircraft commanders (AC) and all aircrew members to instructor and flight examiner status. It also provides aircrew members training leading to special mission event qualification or certification.

1.2. Training Objective. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes (SKA) required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include but may not be limited to AFI 11-202 Vol 3, *General Flight Rules*, MAJCOM guidance, RC-26B specific instructions (AFI 11-2RC-26B Vol 1,2,3), Federal Aviation Regulations (FAR), International Civilian Aviation Organization (ICAO), Standards and Recommended Practices (SARP), Flight Information Publications (FLIP), Foreign Clearance Guide (FCG), Notice to Airman (NOTAMS), Technical Orders (T.O.s), Air Traffic Control (ATC) instructions, and Air Force Tactics, Techniques and Procedures (AFTTP) volumes. Once completed the AFTTP 3-3 RC-26B, *Combat Aircraft Fundamentals*, provides the authoritative, standardized, and fundamental tactics, techniques, and procedures (TTP) for tactical employment of the RC-26B. This document is the primary source of combat aircraft fundamentals and Formal Training Unit (FTU) mission qualification courseware and instruction. The AFTTP 3-1 RC-26B, *Tactical Employment*, will provide classified and advanced, combat-/threat-driven TTPs.

1.2.2. ANG will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

1.3. Responsibilities. ANG is responsible for overall management of Air Force flying training programs. ANG is designated as the lead command for RC-26B Mission Design Series (MDS) aircraft.

1.3.1. NGB/A3T is the focal point for all formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training

programs, and flying hour management. NGB/A3T may issue updated mission continuation training guidance as necessary to OG/CCs for implementation.

1.3.1.1. NGB/A1/A2/A4/A5/FM will coordinate their activities with NGB/A3T to ensure adequate resources supporting aircrew training programs are available.

1.3.2. NGB/A3T and RC-26 FTU are responsible for the oversight of RC-26B formal school training programs, including the development and execution of the formal school training syllabi and Programmed Flying Training (PFT), the RC-26 FTU is responsible for conducting initial qualification, requalification, and upgrade training for RC-26B aircrew, per this instruction.

1.3.3. NGB/A3T Responsibilities.

1.3.3.1. Oversee all RC-26B formal flying training and mission ready ground training events.

1.3.3.2. Monitor quality of training for RC-26B students.

1.3.3.3. Coordinate prerequisite waiver requests for all RC-26B aircrew training courses.

1.3.3.4. Determine student training quotas required to maintain adequate RC-26B crew force levels.

1.3.3.5. Allocate and monitor student quotas for aircrew training courses supporting RC-26B units.

1.3.3.6. Ensure Standardization/Evaluation (Stan/Eval) trend analysis data is incorporated into formal aircrew training course reviews.

1.3.3.6.1. Review and approve syllabi for all RC-26B formal aircrew training courses.

1.3.3.6.2. Review trend data on an annual basis.

1.3.3.7. Review and recommend changes for all RC-26B formal aircrew training courses.

1.3.3.8. Attend annual Program Flying Training (PFT) conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.

1.3.3.9. Validate Flying Hour Program (FHP) required for all RC-26B aircrew training.

1.3.3.10. Monitor resources required to meet RC-26B aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.

1.3.3.11. Monitor graduate field evaluation programs per AFI 36-2201 Vol 1, *Training Development, Delivery, and Evaluation*.

1.3.3.12. Review and approve syllabi and training plans for all RC-26B unit developed aircrew training courses.

1.3.3.13. Manage the contractor support for RC-26B aircrew training devices and courseware.

1.3.3.14. Manage MDS simulator certification IAW AFI 36-2251, *Management of Air Force Training Systems*.

1.3.3.15. Coordinate with NGB/A5 to maintain concurrency between aircraft and aircrew training devices.

1.3.3.16. Coordinate with NGB/A2 (PEM) and NGB/A3X (FAM) to program sufficient funding to satisfy identified deficiencies in RC-26B aircrew training.

1.3.3.17. Coordinate with contracting to ensure the RC-26 Crew Resource Management (CRM) is funded and coordinate with the CRM contractor to arrange delivery of CRM training at the unit locations at least once each year.

1.3.4. NGB/A1 Responsibilities.

1.3.4.1. Ensure RC-26B aircrew formal school students meet appropriate formal school course prerequisites or possess an appropriate waiver prior to attending.

1.3.4.2. Establish and maintain personnel assignment policies to provide quality aircrew instructor manning for ANG training programs.

1.3.4.3. Determine and validate manpower required to support RC-26B aircrew training programs.

1.3.4.4. Complete force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum (POM) cycle.

1.3.4.5. Determine and forward to ANG required force structure data for computation of advanced student authorizations needed to support formal aircrew training schools.

1.3.5. NGB/A5 Responsibilities.

1.3.5.1. Manage the acquisition and modification of RC-26B aircrew training devices.

1.3.6. FTU Responsibilities.

1.3.6.1. Overall operation, logistics, and administration of RC-26B formal training courses.

1.3.6.2. Conduct and monitor RC-26B formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crewmembers qualified to perform the mission. The annual Training Review, Syllabus Review, and PFT Conferences are the primary conduits for significant changes.

1.3.6.3. Administer end-of-course critiques and graduate field evaluations. Forward a summary of all critiques and evaluations to NGB/A3T for review. Coordinate with NGB/A3T to ensure formal school graduates meet unit requirements.

1.3.6.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates. Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion.

1.3.6.5. Prepare, review, and forward all syllabi to NGB/A3T for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.).

1.3.6.6. Notify NGB/A3T and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled, or if students will graduate without completing all syllabus-training requirements.

1.3.6.7. Forward AF IMT 4025, *Aircrew Summary/Close-out Report*, to the student's gaining unit, or unit of assignment, within 30 days of graduation.

1.3.6.8. Prepare quarterly report, as required, of student training status and forward through channels to NGB/A3T.

1.3.6.9. Conduct biennial syllabus reviews and update courses appropriately.

1.3.7. Wing/Group Responsibilities (Wing/Group).

1.3.7.1. USAF RC-26B aircraft are assigned to units in various MAJCOMS. To validate training effectiveness and document crewmember training, OG/CCs will integrate RC-26B training functions to align with their local Operational Support Training (OST), utilizing the MAJCOM Volume 1 supplement that applies to the OG's primary Mission Design Series aircraft. Example: RC-26 units aligned under an AMC wing flying KC-135s, will utilize AFI11-202 Vol 1, AMC Supplement to organize training activities and compliance.

1.3.7.2. By letter of appointment, should assign a minimum of one officer to work the operations support training office. The chief of training section should be instructor qualified. Assign additional crewmembers as required.

1.3.7.3. Develop programs to meet training objectives. Provide necessary staff support and assist subordinate units in management of training programs that meet unit needs.

1.3.7.4. Determine annual formal aircrew training quota requirements, submit quota requests to NGB/A3T, and manage quotas allocated.

1.3.7.5. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

1.3.7.6. Ensure aircrew training guidance implementation to include ARMS training profile updates and unit dissemination.

1.3.7.7. Ensure units establish annual training plans, conduct quarterly training review boards, and identify crew members for upgrade.

1.3.7.7.1. Ensure unit Stan/Eval trend data and instructor feedback are reviewed at a group-wide level on a semi-annual basis. Pertinent information from review will be disseminated to the individual units for incorporation into squadron training plan.

1.3.8. Commanders at each level will comply and ensure all aircrew members comply with the policies and intent of this instruction. Commanders must ensure that safety is not compromised, and monitor aircrew training. Commander's responsibilities include:

1.3.8.1. By letter of appointment, should assign a minimum of one officer to work the unit training office. The chief of the RC-26B training section should be instructor qualified. Additional crewmembers will be assigned as required.

1.3.8.2. Ensure implementation of ARMS training profile updates. Ensure crewmember training is completed and documented in ARMS for unit ground, mission, and continuation training events with assigned ARMS codes.

1.3.8.3. Ensure adequate training continuity and supervision of assigned and attached crewmembers. Assign additional duties based on individual crewmembers experience and proficiency as necessary.

1.3.8.4. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training to determine the necessary training required to assign the individual to a Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), Mission Ready (MR) or Combat Mission Ready (CMR) status.

1.3.8.5. Before each annual training period, assign Flying Training Levels (FTLs) to assigned and attached crewmembers (see [Chapter 4](#) for description of training levels). Assign training levels based on experience and aircraft proficiency.

1.3.8.6. Establish an annual unit training plan. Any flying training that doesn't support ANG mission task, unit mission task, or formal school training should be questioned and reviewed.

1.3.8.6.1. Conduct annual review of aircrew training with all RC-26B units to monitor training, correct deficiencies and identify crew members for upgrade.

1.3.8.6.2. Ensure Stan/Eval trend analysis data and instructor feedback are collected, analyzed and incorporated into the squadron training plan.

1.3.8.7. Ensure supervisors complete the formal school post-graduate surveys IAW AFI 11-202 V1.

1.3.8.8. Review qualifications and monitor training requirements for unit-assigned flight surgeons.

1.3.8.9. Supplement this instruction (as required) and forward unit supplement to NGB/A3T for approval.

1.3.8.10. Submit unit projected formal school flight training requirements annually to NGB/A3T via AF IMT 3933, *MAJCOM Mission Training Request*.

1.3.8.11. Submit unit projected Advanced Instrument School requirements annually to NGB/A3T via AF IMT 3933, *MAJCOM Mission Training Request*. Units should have at least one Advanced Instrument School (AIS) graduate capable of providing Instrument Refresher Course (IRC) instruction.

1.3.8.12. Submit unit projected CRM training requirements annually to NGB/A3T via AF Form 3933, *MAJCOM Mission Training Request*.

1.3.9. Unit Training Office Responsibilities.

1.3.9.1. Manage unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members.

1.3.9.2. Submit waivers IAW paragraph [1.6](#) and maintain a waiver tracking log.

1.3.9.3. Monitor status of unit training. Ensure flight commanders or designated representatives monitor the quality of training being accomplished and identify training deficiencies to the training office. Report deviations and document significant trends affecting unit or individual training status to unit commanders and operations officers.

1.3.9.4. Schedule and conduct required or directed training to ensure all crewmembers receive applicable ground training during eligibility periods.

1.3.9.5. Fill allocated training quotas through appropriate channels. Return quotas, to include simulator training slots, to NGB/A3T NLT 45 days prior to class start date.

1.3.9.6. Conduct annual training reviews for all aircrew members. Coordinate with unit commander to ensure FTL appointment letter is updated annually.

1.3.9.7. Submit all unit-developed training programs to NGB/A3T for review and approval (except unit indoctrination).

1.3.9.8. Initiate, track, review, and close out aircrew training folders, forms, and career training folders IAW [Chapter 6](#).

1.3.9.9. Track continuation training and notify individuals when currency is lost. Notify unit operations officers and commanders on issues affecting readiness.

1.3.9.10. Maintain training material and equipment for recurring ground training events. Periodically review ground training materials, tests, and computer based instruction for currency (Not required when maintained by Wing/Group/OSS).

1.3.9.11. Coordinate with servicing Military Personnel Flight (MPF) to ensure the individual acknowledges any Active Duty Service Commitment (ADSC) or Reserve Duty Service Commitment (RDSC) required for in-unit upgrade training and this ADSC/RDSC is properly processed once training is complete (see paragraph [1.5](#)).

1.3.10. Instructor Responsibilities:

1.3.10.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

1.3.10.2. Review the student's training records prior to performing each flight or training session.

1.3.10.3. Conduct thorough preflight briefing and post flight critique.

1.3.10.4. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. Complete and sign off all required training items prior to recommending the student for an evaluation or certifying the student in a maneuver or procedure.

1.3.10.5. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over these duties. The instructor should then explain and demonstrate the proper method of executing these duties. Instructors must be highly knowledgeable in

RC-26B TTPs, Technical Orders and governing AFIs to provide immediate instruction to any crew position concerning weapon system employment and regulatory/non-regulatory guidance.

1.3.10.6. Instructor pilots are responsible at all times for the conduct of the flight and safety of the aircraft. At any time during the flight, if the judgment or proficiency of the student at the controls raises a question in the instructor pilot's mind as to the student's ability to safely complete a prescribed maneuver, the instructor pilot will immediately take over the controls of the aircraft. The instructor pilot should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. In addition, instructors will place a high emphasis on the procedures for positive exchange of control; these procedures will be thoroughly briefed.

1.3.10.7. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position (provided the deficiency does not involve primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW AFI 11-202 V2.

1.3.10.8. Individuals designated for instructor duty are authorized to instruct at all levels of qualification. Instructors are authorized to teach any event in which they are qualified and current unless specifically restricted.

1.3.11. Individual Aircrew Member Responsibilities.

1.3.11.1. Upon permanent change of station (PCS), hand carry career training folder and any other available training records to assist the gaining unit in assessing qualifications and training requirements.

1.3.11.2. When attending a formal school course, hand carry a copy of aircrew flight records products set forth in the FTU Student Guide to the training unit aviation resource management office. When attending simulator training, provide a copy of their orders to the simulator training facility so they may send training records back to the individual's home station.

1.3.11.3. Complete training requirements and currencies within the guidelines of this instruction.

1.3.11.4. Participate only in ground and flying activities for which they are qualified, current and adequately prepared.

1.4. Aircrew Training Policy. The primary training method for RC-26B initial qualification, requalification, or upgrade training is attendance at a formal school. USAF policy dictates the use of formal schools unless attendance is impractical. The secondary method is in-unit training, using applicable formal school courseware. Secondary method training (SMT) requires a waiver be submitted through the OG/CC and approved by NGB/A3T. Any aircrew member who was previously dis-enrolled from a formal course for substandard performance is ineligible for a secondary method training waiver. When specific formal courseware is not published, use of locally developed training plans may be authorized. Units will forward all locally developed training plans for in-unit training to NGB/A3T for review and approval.

1.4.1. In-unit training for mission qualification and instructor upgrades are discouraged and waivers shall be rarely granted. In-unit upgrades to instructor must complete a formal school instructor certification prior to instructing at the FTU. Students who complete in-unit training for initial qualification are expected to complete mission qualification at the FTU at the first practical course date.

1.4.2. Secondary Method Training (SMT). Aircrew members (primary or supervisory) must complete secondary method training within 180 days from the date of their first ground training session or first flight, whichever occurs first. Students will start training within 45 days of waiver approval. Individuals unable to complete training within these limits may continue training; however, their units will notify NGB/A3T with a description of the difficulty and expected completion date (not to exceed an additional 120 days). If SMT is not completed by this date, any further extension requires NGB/A3T approval. Commanders will ensure aircrew personnel engaged in qualification or requalification training complete their training in a timely and uninterrupted manner. Duties not directly related to qualification or requalification training should be minimized.

1.4.2.1. Formal School courseware requests. For SMT, the waiver authority will include the appropriate formal school as an addressee on all correspondence and will request that the formal school forward applicable courseware to the aircrew member's unit of assignment. Courseware includes but is not limited to; the course syllabus, briefings, Computer Based Training (CBT) modules, student and instructor guides, and training guides and grade sheets for the student's training folder. The unit training office will verify the current version is used.

1.4.2.2. Complete all academic, ground, and flight training outlined in the syllabus. When the courseware is adapted for local use, modify it only if the training is incompatible with local training conditions (e.g. simulator/training device not available).

1.4.2.3. NGB approved differences training may be conducted in-unit without a waiver (see [Chapter 2](#) and [Chapter 3](#)).

1.4.2.4. Units conducting training (i.e. to complete training for restricted AF Form 8, *Certificate of Aircrew Qualification* or NGB approved differences training) will send a request for any applicable courseware through channels to NGB/A3T, with an information copy to the appropriate formal school. Include unit point of contact (name, rank, office symbol, and telephone number) and the name and rank of the individual who will receive the training.

1.4.3. Training Forms. Aircrew training records and forms will be established and maintained per [Chapter 6](#) of this instruction.

1.4.3.1. AF IMT 1381 may be used to provide a permanent source for aircrew certifications not attained through AF Form 8/8a qualification. AFI 11-202, Vol 1, *Aircrew Training*.

1.4.3.2. For formal school training, prepare training records in accordance with AFI11-202 guidance. For in-unit use of formal school courseware, use the appropriate training record and forms pertaining to the respective formal course. These forms will contain tasks, subtasks, training profiles, and minimum proficiency levels.

1.4.4. Aircrew Training While DNIF. Crewmembers whose status is “duty not involving flying” (DNIF) may log ground training events, including simulator training, if the member’s physical condition allows. Consult the flight surgeon initiating AF IMT 1042, *Medical Recommendation for Flying or Special Operational Duty*, action if the DNIF status includes ground training limitations.

1.4.5. In-flight Supervision. Unless specifically directed, the unit commander determines the level of supervision necessary to accomplish required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. The following personnel must be supervised by an instructor from a like crew position when performing aircrew duties:

1.4.5.1. Non-current crewmembers. EXCEPTION: Cross crew position training is authorized IAW paragraph 1.4.6

1.4.5.2. Crewmembers in initial, difference, upgrade or requalification flying training.

1.4.5.3. Senior officers who have not completed initial qualification as outlined in Chapter 2 and as outlined in paragraph 1.7

1.4.6. Cross Crew Position Training (CCPT). With unit commander, operations officer, or mission commander approval, instructors from one crew position may train crewmembers from a different crew position on specific skills/events in which both are qualified (as long as the instructor is not performing duties as a primary crewmember at the time) unless otherwise restricted in this volume. Examples include RC-26B Mission System Specialist (MSO) instructing a CP in Secure Communication/loading COMSEC or an RC-26B Pilot instructing a MSO on instructor techniques. See Paragraph 4.4.2.1

1.5. Service Commitments. Formal training, either primary or secondary method, conducted per this instruction may incur a service commitment IAW AFI 36-2107, *Active Duty Service Commitments (ADSC)* or Air National Guard Instruction, ANGI 36-2101, *Assignments within the Air National Guard*. Reference the appropriate AFI for program specifics. Individuals will acknowledge the incurred SC by signing the appropriate Service Commitment Acknowledgement Statement, prior to entering training. The unit training officer will notify AFPC/DPSFO via the servicing MPF once training is complete.

1.6. Waivers. Waiver authority for this publication is the MAJCOM, NGB/A3, IAW AFI 11-202 Vol 1. Waivers will be requested from the parent MAJCOM through appropriate channels. Waiver authority for supplemental guidance will be as specified in the supplement and approved through the higher level coordination authority.

1.6.1. Group commanders are the waiver authority for individual, case-by-case flying hour requirements and for ground and flying training requirements as outlined below:

1.6.1.1. Extend ground training requirement due dates up to 6 months for Note 1 items in Table 4.2 on an individual basis only (EXCEPTION: Items referenced in paragraph 1.6 levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the ARMS due date should be updated).

1.6.1.2. Extend due dates for the duration of an exercise, contingency or operational mission for **Table 4.2** events on an individual basis only if a crewmember goes overdue while away from home station and the training is not available at the deployed location (EXCEPTION: Items referenced in paragraph **1.6** levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI).

1.6.1.3. Waive all flying training requirements (**Table 4.3** and **Table 4.4** except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify NGB/A3T at the end of the annual training period when waivers are issued for failure to meet required annual training.

1.7. Senior Officer Flying/Supervisory Aircrew. See AFI 11-202 Vol 1, as supplemented.

1.7.1. All formal training courses for senior officers (Colonel-selects and above or OG/CCs and above) should be conducted at the FTU. If circumstances preclude training at the FTU, senior officers may be trained locally with a waiver from NGB/A3T.

1.7.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives.

1.7.3. If senior officers are trained at the unit to which they are assigned, they will be in formal training status. The majority of unit duties should be turned over to appropriate deputies or vice commanders until training is completed.

1.8. Inter-Unit Transfer of Aircrews. For inter-unit transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. For transfers, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The commander or designated representative at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission.

1.8.1. Permanent Change of Station (PCS) Screening. Losing units will screen individual flight and ground training records during unit out-processing. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See AFI 11-401, *Aviation Management*, for additional guidance.

1.8.2. Instructor training and qualifications may be accepted at the discretion of the gaining unit.

1.9. Initial Cadre for Change of Aircraft, Equipment, or Capability. When possible, qualified personnel in other units operating like equipment will provide the initial cadre. In some instances, it will be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification for aircraft conversion:

1.9.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew training. Initial cadre will not be designated in a crew position higher than currently held. For example, HC-130P IP to HC-130J flight examiner.

1.9.2. Units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to NGB/A3T for approval.

1.9.2.1. Following final approval, publish a unit letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's FEF (Tab 2).

1.9.2.2. If a checkride was accomplished, enter appropriate comments in the remarks section of AF Form 8 explaining the individual's status as initial cadre instructor or flight examiner.

1.9.3. Initial cadre are not required for minor aircraft modifications when any required training for that modification is provided by the contractor and/or can easily be accomplished in-unit. Conduct differences training for the new equipment and log training on a letter of Xs or Memo for Record (MFR). Crewmembers will not fly with new equipment until trained.

1.10. Unit Aircrew Capability. Units will maintain mission ready status on all primary aircrew members up to unit authorizations. Commanders or a designated representative will train aircrews to meet capabilities specified in unit DOC statements. Supervisory aircrew and staff members assigned above unit level, which are in excess of the unit's mission requirements, will maintain a status IAW paragraphs 2.6 and 3.1, either BAQ, BMC, MR, or CMR as required. **Note:** To change from BMC to MR/CMR status, a crewmember will begin maintaining full MR/CMR flying currency. The unit commander, or designated representative, may assign additional training, as desired.

1.10.1. Commanders or a designated representative should not assign additional duties to first assignment crewmembers (directly out of formal MDS training) for their first 6 months in the unit. This policy allows pipeline students to learn the weapon system without distraction of an additional duty; however, first assignment senior personnel may be assigned additional duties.

1.11. Changes. NGB/A3T is the approval authority for changes or revisions to this instruction.

1.11.1. Due to dynamic requirements of Combatant Commanders, training requirements and currencies may be altered regularly. These training requirement and currency adjustments should be coordinated through NGB/A3T and implemented via Memorandums.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training which may be completed via initial qualification, requalification, conversion, or differences training. Duties not directly related to qualification or requalification training should be minimized.

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course. If no requalification course exists, conduct requalification using the initial qualification course.

2.2.1. Pilots will complete CP-IQT in the right seat and receive a copilot (CP) evaluation unless they have been previously qualified as a multi-place aircraft commander/fighter flight lead in any MDS or they have a minimum of 1000 hours flying time in turbine powered, fixed-wing aircraft.

2.2.1.1. Commanders may direct CP training regardless of previous experience or qualification.

2.2.2. Prior to beginning flight training, student pilots will complete initial simulator training.

2.2.3. Prior to beginning flight training, student pilots and MSOs will complete Cockpit/Crew Resource Management (CRM) training, either at the respective undergraduate school, or in a prior MDS. RC-26 specific CRM training will be accomplished within 6 months of completion at the FTU.

2.2.4. Once qualified, crewmembers may credit BAQ events in [Chapter 4](#).

2.2.5. BAQ allows crewmembers to fly without instructor supervision on non-mission sorties. Note: General officer commanders maintaining BAQ must fly with an instructor IAW AFI11-202V1.

2.2.6. Crewmembers who maintain BAQ status will complete the same ground training events as BMC aircrew.

2.2.7. Mission Systems Officers (MSO) must have completed Air Force Undergraduate Navigator/Combat System Officer (CSO)/Air Battle Management (ABM) Training or equivalent prior to entry into the program. ABMs must have previous flying experience as an ABM in a different MDS.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, AFI 11-202 Vol. 1, and this instruction. The formal school Syllabus of Instruction (SOI) designates the course prerequisite approval authority.

2.4. Ground Training Requirements. All crewmembers must complete or be current on ground training requirements IAW [Table 2.1](#), prior to the first flight. See [Chapter 4](#) for event descriptions.

Table 2.1. Ground Training Requirements.

ARMS Code	EVENT TITLE	REFERENCE	NOTES
LL03	Emergency Egress Training, Non-Ejection seat	AFI 11-301, V1	1, 2
LL06	Aircrew Life Support Training	AFI 11-301, V1	2
N/A	Physiological Training	AFI 11-403	1, 2
N/A	Flight Physical	AFI 48-123, AFI 44-170	1, 2
GA23	Cockpit/Crew Resource Management (CRM)	AFI 11-290	2, 4
GA24	Initial Simulator Training	CHAPTER 7	2, 3
SS01	Local Area Survival	AFI 16-1301	2
A102	Instrument Refresher Course	AFI 11-202, V1	2, 4
NOTES: 1. Grounding item 2. Credit towards Continuation Training 3. Pilots only 4. Not required prior to first flight if current			

2.4.1. Written Examinations. Open and closed book qualification examinations must be completed before the completion of basic qualification flying training. Written examinations must satisfy the requirements of AFI 11-202, Vol. 2 and MDS Vol. 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. When qualification training is completed by secondary method, the student will complete the appropriate group Stan/Eval or equivalent examination IAW AFI 11-202, Vol. 2, paragraph 5.5.1. IAW AFI 11-202, Vol. 2, paragraph 5.5.3, all requisites must be completed within the 6-month eligibility period prior to/encompassing the scheduled flight evaluation.

2.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below:

2.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the RC-26B Operations Officer or equivalent.

2.6. Basic Aircraft Qualification Conversion/Differences Training. Conversion training is normally associated with training between MDS (e.g. MC-12 to RC-26). Difference training is conducted when training in a different series aircraft in the same mission design (e.g. RC-26 Block 20 to 25).

2.6.1. Conversion Training. Unit conversions follow the appropriate formal course syllabus or accomplish in-unit training IAW paragraph 1.4 and AFI 11-202, Volume 1.

2.6.2. Difference training is required when being certified in an aircraft which is a different series, but the same mission design and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish difference training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit. BAQ difference training qualifies an aircrew member to

perform aircrew duties in the aircraft. Primary method for differences training is via completion of Type 1 training from a contractor, or contractor-trained instructor authorized to subsequently conduct the training at the formal school or home-station IAW an NGB/A3T approved AF IMT 4024, satisfactory completion of the qualification written open/closed examinations, and instructor certification on the AF IMT 4348 *USAF Aircrew Certifications* or AF IMT 1381 *USAF Certification of Aircrew Training* for the new aircraft. Aircrew members entered into differences training will complete training within 180 days after the first flight of the training program.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification, requalification, and differences training. Upon completion of mission qualification training, the crewmember will be assigned either Basic Mission Capable (BMC), Mission Ready (MR) or Combat Mission Ready (CMR) status.

3.1.1. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days.

3.1.2. Mission Ready (MR). An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the unit operational mission.

3.1.3. Combat Mission Ready (CMR). An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command combat mission.

3.2. General Requirements. The primary method of mission qualification or requalification is to complete the appropriate formal training course. Completing the appropriate formal course satisfies the training requirements of this chapter. If no requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical (i.e. senior leadership training) or quotas are not available for an extended period of time, units may request waivers to conduct secondary method mission qualification training IAW paragraph [1.4.1](#) using formal school courseware to attain BMC or MR status. Any aircrew member who has previously failed to successfully complete the formal course for substandard performance will not be issued a SMT waiver. This courseware establishes the minimum training requirements to meet standards specified in AFI 11-2RC-26B Vol 2. Units may supplement formal courseware to meet local requirements. Submit all SMT courseware change requests to NGB/A3T prior to implementation.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the Education and Training Course Announcements (ETCA), AFI 11-202 Vol 1, and this instruction. The formal school syllabus designates the course prerequisite approval authority.

3.3.1. Simultaneous/Concurrent Multiple-MDS qualification upgrades will not be accomplished.

3.4. Ground Training Requirements. Complete all applicable ground training in [Chapter 4](#) as part of mission qualification training or prior to certifying individuals as BMC, MR or CMR. Completion of training will establish due dates for recurring ground training required in [Chapter 4](#). Credit any training accomplished at a formal school. Qualified BMC, MR or CMR crewmembers transferred from other units require only unit specific mission ready training events and/or events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. If not included in the course syllabus, accomplish the minimum requirements listed in AFI 11-202, Vol. 1 separately.

3.4.2. Written Examination. Crewmembers must complete a written examination IAW 11-2RC-26B Vol 2.

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below:

3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the unit operations officer.

3.5.2. There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within the prescribed time period.

3.6. MQT Differences Training

3.6.1. MQT Differences Training. Accomplish training locally covering aircraft and academic training in Table 3.1. Commanders publish an MFR directing the appropriate number of flights according to the needs of the trainee.

Table 3.1. RC-26B Pilot/MSO Mission Differences Academics.

Lesson #	Lesson Title	Medium
AT01	Local Flying Area Orientation	Brief
AT02	Mission Equipment and Systems Differences	Brief
AT03	Video Reconnaissance Employment (if required)	Brief
AT04	Radio Operations	Brief
AT05	Concept of Operations, Mission Planning, and Legal Concerns for CD/Domestic Operations (Reference NGR 500-2)	Brief

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter satisfy the minimum flying and related ground training to maintain currency. Individual proficiency may require a greater number of events. Failure to accomplish these continuation training (CT) requirements may not affect BMC, MR or CMR status but may entail additional training as determined by the commander.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified.

4.1.4. Training events accomplished on an evaluation or an instructor certification may be credited toward the individual's volume requirements.

4.1.5. Flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training.

4.1.6. The annual training period ground continuation training starts on 1 October and ends on 30 September. The semi-annual training period for flying continuation training will be 1 October to 31 March and 1 April to 30 September. Because the RC-26 is subject to worldwide tasking, every attempt should be made to balance training.

4.1.6.1. Accomplishment of annual training events is critical to aircrew proficiency. Training and flying programs should be built to accomplish all training events in an even distribution throughout the training year. Crewmembers are required to accomplish all flying training events by the end of the training cycle. End-of-Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

4.1.7. Aircraft flying training requirements may be accomplished in an Aircrew Training Device (ATD) as noted in Table 4.3. If regaining currency in the ATD, it must be accomplished with a current and qualified RC-26B instructor pilot. A simulator event certification letter issued by NGB/A3T may permit ATD event logging in excess of Table 4.3.

4.1.8. Aircraft Qualification Requirements. The following are requirements for BAQ, BMC, MR, and CMR qualifications:

4.1.8.1. Basic Aircraft Qualification (BAQ) Requirements.

4.1.8.1.1. Instrument flight evaluation IAW AFI 11-202V2 and AFI 11-2RC-26BV2.

4.1.8.1.2. Maintain currencies IAW AFI 11-202V1 and AFI 11-2RC-26BV1.

4.1.8.1.3. Unless currently enrolled in a program to achieve BMC, MR, or CMR status, BAQ crewmembers that remain in BAQ status for more than six months will be grounded (except senior officers). Waiver authority is NGB/A3T.

4.1.8.2. Basic Mission Capable (BMC) and Mission Ready (MR) Requirements.

4.1.8.2.1. Instrument flight evaluation IAW AFI 11-202V2 and AFI 11-2RC-26BV2.

4.1.8.2.2. Mission flight evaluation IAW AFI 11-202V2 and AFI 11-2RC-26BV2.

4.1.8.2.3. Maintain currencies IAW AFI 11-202V1 and AFI 11-2RC-26BV1.

4.1.8.3. Combat Mission Ready (CMR) Requirements.

4.1.8.3.1. BMC/MR requirements and FTU ground and flight training requirements.

4.2. Training Levels (TL) The use of experience based Flying Training Levels (FTLs) allows the unit commanders to prioritize training resources. Aircrew members must meet the minimum criteria established in paragraph 4.2.1 and Table 4.1 before assignment to the respective training level. When these minima are met, awarding a training level is at the sole discretion of the unit commanders . NOTE: The aircrew member's availability to fly should not be a factor in assigning FTLs.

4.2.1. FTLs are based on minimum RC26 time and total time. For basic and mission qualification FTL, RC26 time will include any variant of RC-26B.

4.2.1.1. FTL "A"- Experienced BAQ, BMC, MR and/or CMR aircrew members.

4.2.1.2. FTL "B"- Inexperienced BAQ, BMC, MR and/or CMR aircrew members.

Table 4.1. Minimum FTL Hour Requirements

Crew Position	FTL "A" RC26 Hours & Total Hours or RC26 Hours
Pilot	300&1000 or 500
MSO	300&1000 or 500

4.2.2. Change of FTL. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period.

4.3. Proration of Training Requirements. See AFI 11-202 Vol 1.

4.4. Failure to Complete Training Requirements. Declare individuals Basic Mission Capable (BMC) if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements or ground continuation training requirements (Table 4.2 through Table 4.4).. Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished.

4.4.1. Loss of Currency. Failure to accomplish events listed in the continuation training tables (Table 4.2 through Table 4.4) results in a loss of currency for that event. Crewmembers are non-current the day after event currency expires. If loss of currency is less than 6 months the required supervision level is an instructor qualified and current in the

sortie or event identified. The amount of training required will be at the discretion of the instructor.

4.4.1.1. Loss of currency in any **Table 4.3** and **Table 4.4** events results in supervised status until recurrent.

4.4.1.1.1. Pilots who maintain qualification in any RC-26B block aircraft may satisfy **Table 4.3** currency requirements in either aircraft. If basic semi-annual currency is lost (failure to complete the requirements of **Table 4.3**), it is lost for any block aircraft. Lost basic semi-annual currency may be regained in any block aircraft.

4.4.1.2. Loss of currency exceeding 6-months. Crewmembers non-current in designated BAQ events (**Table 4.3** note 3 events) in excess of six months results in loss of BAQ. Crewmembers non-current in designated mission events (**Table 4.4** note 3 events) in excess of six months results in loss of mission qualification. Instructors losing currency in excess of 6 months in the previously mentioned events will not be able to instruct until the requirements of paragraph **5.3.4** are met.

4.4.2. Regaining Currency.

4.4.2.1. Crewmembers who fail to complete sortie or event requirements of this volume by the end of each semi-annual training cycle will require instructor supervision to accomplish the events required to regain currency.

4.4.2.2. Only **Table 4.3 Note 3** and **Table 4.4** events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFI 11-202 Vol 1). Other **Table 4.3** events require demonstrating proficiency to an instructor in the aircraft or ATD to regain currency. If loss of currency exceeds 24 months in non-note 3 events, additional training will consist of ground and flight training as directed by the unit commander (training folder must be opened).

4.4.2.3. Aircrew non-current in special mission events which only require an instructor certification (**Table 4.4**) may regain currency by showing proficiency in that event to an instructor.

4.4.2.4. To regain CMR Status aircrew members must complete OG directed ground and flight training to include a part task trainer and flight training

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFI 11-202 Vol 1, applicable MAJCOM supplements, and **Chapter 2**, **Chapter 3**, and **Chapter 5** of this instruction.

4.5. Ground Continuation Training. **Table 4.2** designates ground training requirements for all aircrew members. Conduct training IAW the referenced publications, notes in **Table 4.2**, and the guidance below. The governing directive takes precedence over **Chapter 4** requirements. If the AFI 11-2RC-26B, Vol 1 is also listed as a governing directive, the most restrictive guidance should be followed.

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for **Table 4.2** events:

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied.

4.5.1.2. Supervised status items. Crewmembers will not fly without instructor supervision.

4.5.1.3. Combat Mission Ready (CMR) items. Failure to accomplish CMR events in **Table 4.2** results in Basic Mission Capable (BMC) status and the individual will not deploy as a crewmember.

4.5.2. Ancillary training. This volume is not a comprehensive list of all ancillary training required by the DOD. Ancillary training parent instructions take precedence over this AFI for those training items.

Table 4.2. Ground Continuation Training Requirements.

ARMS ID	TRAINING EVENT	REFERENCE	Frequency	NOTES
	GROUNDING EVENTS and BAQ EVENTS			
None	Flight Physical	AFI 48-123 & AFI 44-170	Annual	7, 10, 11, 19
None	Physiological Training	AFI 11-403	60 months	10, 11, 19
SS01	Local Area Survival Training	AFI 16-1301, AFI 11-301, V1	Every PCS	14
LL01	Aircrew Flight Equipment Familiarization	AFI 11-301 V1	Initial/PCS	13, 14
LL06	Aircrew Flight Equipment Training	AFI 11-301, V1	Biennial	13, 14, 19
LL03	Emergency Egress Training, Non-Ejection seat	AFI 11-301, V1 AFPD 11-3	Biennial	10, 14, 19
GA02	Marshalling	AFI 11-218	Initial/PCS	14
SS02	Combat Survival Training Refresher	AFI 16-1301 AFI 11-301, V1	Triennial	1, 15, 19
SS05	Water Survival Training Refresher	AFI 16-1301, AFI 11-301, V1	Triennial	1, 15, 19
A102	Instrument Refresher Course	AFI 11-202, V1	Annual	2, 10, 16, 19
GS09	Simulator Training	Chapter 6	Biennial	1, 2, 3, 9, 10, 19
GA23	Cockpit/Crew Resource Management (CRM)	AFI 11-290	Biennial	1, 3, 19
AA21	Open / Closed Book Exams	AFI11-202V2	17 months	10, 19
	BMC/MR			

G018	Counterdrug Course	NGR 500-2	As required for Aircraft Commanders/MSOs	20	
GA12	Law of Armed Conflict (LOAC)	AFI 51-401 AFPD 51-4	Annual	19	
GA10	AT Awareness/Force Protection	AFI 31-210	Annual		
G010	CBRN Defense (aka Ground Chem Defense Ensemble or NBCC)	AFI 10-2501	24 months	5	
G284	Explosive Ordnance Recon	AFI 10-2501	24 months	5	
GA03	Anti-hijack Training	AFI 13-207	Biennial	1, 15, 19	
G941	Self-aid Buddy Care	AFI 36-2238	Biennial		
SS05	Water Survival Training Refresher	AFI 16-1301, AFI 11-301, V1	Triennial	1, 15, 19	
SS03	Conduct After Capture (CAC)	AFI 16-1301	36 month	1, 15, 19	
SS02	Combat Survival Training Refresher	AFI 16-1301 AFI 11-301, V1	Triennial	1, 15, 19	
SS20	Combat Survival Training, Initial, S-V80-A	AFI 16-1301, AFI 11-301, V1	One-time		
G280	Small Arms Training (M9)	AFI 36-2226	Biennial	18	
G285	Small Arms Training (M4)	AFI 36-2226	Biennial	18	
E030	Government 5-year Passport	Foreign Clearance Guide	5 years		
IE06	ISOPREP Review	AFI 14-105	6 month	15, 19	
C040	Mobility Review	AFI 10-403	Annual	18, 19	
	CMR				
IE15	Aircrew Intelligence Training		Annual	1, 15, 17, 19	
G271	VTRAT		Annual	6	
VV01	Initial/Refresher Night Vision Goggle (Device) Training	AFI 11-301, V1	Initial/17 months	2	
G063	Tactics Training		Annual	19	
GS15	Communications Procedures (COMSEC)	AFI33-201V2	Annual	19	
1. OG/CC may extend due date for this event for up to 6 months or for the					

- duration of an exercise, contingency, or operational mission. See paragraph 1.6.
2. Pilots Only.
 3. Annual, Biennial, and Triennial events are based upon the training cycle year (due by 30 Sep), not on a 12-month, 24-month, or 36-month period.
 4. Not required for formal school aircrew instructors, unless required to instruct this event as part of a formal school syllabus of instruction. If formal school instructors are deployed for contingency or exercise augmentation, these events must be completed prior to deployment.
 5. Required within 12 months prior to deployment.
 6. Mandatory only for units co-located with a VTRAT device.
 7. Aircrew in locations not collocated with an active duty base may be returned to flying status to perform alert, combat or National Air Defense duties when their unit flight surgeon is not available. These personnel may be returned to flying/Special Operations Duty status after being examined by a military or civilian physician via "reach-back" consultation with a military Flight Surgeon as designated by AFMSA/SGPF. See AFI48-123 for details.
 8. Reserved for future use.
 9. Recurrent, or Aircraft Commander Upgrade, Simulator training will fulfill requirement.
 10. Grounding event. Member will not fly if non-current.
 11. Flight Physical and Physiological Training are tracked on the top of each crewmember's Individual Training Summary (ITS). Therefore, there is no need to assign and track these training events in the training module of ARMS.
 12. Reserved for future use.
 13. LL01 and LL06 should be accomplished in conjunction with SS02, LL03, or SS05.
 14. Must be accomplished prior to the first flight
 15. Not required for BMC or BAQ aircrew unless specified in this AFI.
 16. Crewmembers on active flying status must complete IRC every fourth quarter after completion IAW AFMAN 11-210. This course is not linked with the IRC examination which is to be completed in the check cycle.
 17. Local sorties not requiring this event may be accomplished while non-current for this event .
 18. Must be current prior to deployment for C040, G280 and/or G285 based on theater reporting requirements.
 19. Results in regression to BMC.
 20. Not required for aircrew engaged in Overseas Contingency Operations.

4.5.3. Ground Training Events:

4.5.3.1. Flight Physical [None]. IAW AFI 48-123 *Medical Examinations and Standards* and AFI 44-170, *Preventative Health Assessments*.

4.5.3.2. Physiological Training [None]. Accomplish IAW AFI 11-403, *Aerospace Physiological Training Program*. Currency expires 5 years after the last day of the month in which accomplished. (Example: if training was accomplished 19 Oct 2002, training is due not later than 31 Oct 2007). The altitude chamber portion is optional for aircrew members with more than 20 years of flying service and at least two documented chamber

refresher profiles (including those returning to active flying following three or more years of inactive status). Attending physiological academics at the USAF approved altitude chamber is required for all personnel.

4.5.3.3. Local Area Survival Training [SS01]. Accomplish IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.

4.5.3.4. Aircrew Flight Equipment Familiarization [LL01]. Accomplish training prior to the first flight following a PCS to familiarize aircrew members with local Aircrew Flight Equipment availability, issue, use, pre-flight, and post-flight procedures IAW AFI 11-301, Vol.1, *Aircrew Flight Equipment (AFE) Program*.

4.5.3.5. Aircrew Flight Equipment Training (AFET) (LL06) (formerly Aircrew Life Support Equipment [ALSE] Training): An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

4.5.3.6. Emergency Egress Training, Non-Ejection [LL03]. Aircrews and other personnel regularly flying on ANG aircraft will complete initial egress training prior to their first flight during initial qualification training. Academic training will cover operation of all escape hatches, doors, windows; location and use of crash axes, fire extinguishers, and first aid kits; and exit instructions. Hands-on training will be accomplished in the aircraft, and will include opening all non-explosive cargo compartment exits. A qualified instructor pilot/MSO will be present during training.

4.5.3.7. Marshalling [GA02]. Accomplish this training within 30 days upon arrival PCS to a flying unit or prior to first flight IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*. This training will be accomplished at least every 4 years.

4.5.3.7.1. A crewmember may credit a marshalling exam completed at a formal school within the previous 6 months if a thorough review of local taxi/parking procedures is included in the unit/theater indoctrination program.

4.5.3.8. Combat Survival Training, Refresher [SS02]. Accomplish IAW AFI 16-1301.

4.5.3.9. Water Survival Training, Initial [SS05]. Accomplish IAW ETCA and AFI 16-1301. S-V90A or equivalent (parachuting or non-parachuting) [SS31] is required.

4.5.3.10. Instrument Refresher Course (IRC) [A102]. All pilots/MSOs will complete the IRC IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*. ANG units may conduct refresher classes for those crewmembers unable to attend the formal course, IAW AFMAN 11-210.

4.5.3.11. Simulator Refresher [GS09]. Simulator instruction should be provided by an ATS contractor. Requests for waivers to simulator refresher training will contain proposed alternate means of attaining the training objectives.

4.5.3.11.1. Simulator refresher training is not required for aircrew members who will not be flying the same or similar aircraft beyond 4 months after their due date.

4.5.3.12. Crew Resource Management (CRM) [GA23]. CRM initial and refresher training is provided by a contractor and should be tailored to the unit mission and build on the principles of crew coordination, communications skills, decision making, and leadership learned during initial CRM training courses. Additionally, principles will be considered during upgrade and continuation training flight briefings and debriefings under the crew coordination category. Application of CRM principles pertaining to aircraft accidents should be briefed and discussed during flight safety meetings. Wings or groups are responsible for monitoring their unit-level CRM programs. CRM briefings taught as part of a simulator refresher course do not satisfy this requirement.

4.5.3.13. Open / Closed Book Examinations [AA21]. Accomplish IAW AFI 11-202 Vol. 2, *Aircrew Evaluation Criteria*.

4.5.3.14. Counterdrug Course [G018]. Accomplish IAW NGR 500-2, *National Guard Counterdrug Support* or equivalent.

4.5.3.15. Law of Armed Conflict (LOAC) [GA12]. This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to The Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

4.5.3.16. AT Awareness/Force Protection [GA10]. Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. (AFI 10-245, *Air Force Antiterrorism (AT) Standards*). If units choose, this may be accomplished via CBT.

4.5.3.17. Ground Chemical Defense Training (NBCC or CBRNE) [G010]. Accomplish IAW AFI 10-2501, *Air Force Emergency Management Program Planning and Operations*.

4.5.3.18. Explosive Ordinance Recognition [G284]. Accomplish IAW AFI 10-2501, *Air Force Emergency Management Program Planning and Operations*.

4.5.3.19. Anti-hijack Training [GA03]. This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]* (FOUO) and a criterion test. If units choose, this may be accomplished via CBT.

4.5.3.20. Self-Aid/Buddy Care [G941]. Accomplish IAW AFI 36-2238, *Self Aid and Buddy Care Training*.

4.5.3.21. Conduct After Capture (CAC) [SS03]. Accomplish IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape Program*.

4.5.3.22. ISOPREP [IE06]. Accomplish IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*. Review of isolated personnel report (ISOPREP) card.

4.5.3.23. Mobility Review [C040]. Units will track personnel preparedness using DeMS or AF IMT 4005, Individual Deployment Requirements. Accomplish through *Unit Deployment Manager*.

4.5.3.24. Aircrew Intelligence Training [IE15]. Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival. Course will provide aircrew with details concerning how,

when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AFI 14-105, Unit Intelligence Mission and Responsibilities, and AFI 14-105; (see 14-2MDS Vol 3 when published) for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met.

4.5.3.25. VTRAT [VT03]. This training consists of threat recognition and avoidance training using the VTRAT device. Refresher training includes academics and 30 minutes of simulator time with the VTRAT, emphasizing knowledge of threats and avoidance maneuvers. This requirement is mandatory only for units co-located with a VTRAT device. Until a RC-26 specific course is designed use the C-130 or AC-130 courseware.

4.5.3.26. Initial/Refresher Night Vision Goggle Training [VV01]. NVG initial and refresher training is conducted IAW AFI 11-202, Vol. 1. ANG/A3 will be the approving authority for all RC-26 initial and refresher NVG training courseware.

4.5.3.27. Small Arms Training [G280 (M-9)/G285 (M-4)]. ANG aircrew members are considered arming Group B. All mission-qualified crewmembers will use a firearms qualification training frequency of 24 months and maintain weapons qualification IAW AFI 36-2226, *Combat Arms Program*, on each weapon assigned. Commanders have the option to develop a local unit small arms proficiency program IAW AFCAT 21-209V1, *Ground Munitions*, and AFI 36-2226. Conduct training IAW AFMAN 36-2227, Vol. 1, *Combat Arms Training Programs Individual Use Weapons*. When additional weapons are carried onboard ANG aircraft, the unit commander will determine and designate in writing which crew positions will maintain qualification in those weapons.

4.5.3.28. Tactics Training [G063]. The formal training unit will establish a tactics academics training program. Academic instructors shall have training / operational experience applicable to the RC-26B tactical employment. Instruction should include air-to-surface sensors along with capabilities, characteristics, and TTPs of other Combat Air Forces (CAF) assets with which the RC-26B may integrate in theater-specific operations. The program will require successful completion of an examination (correctable to 100%). Audiovisual/Computer-Based Training (CBT) programs may be used in place of academic instruction.

4.5.3.29. Communications Procedures (COMSEC) [GS15]. Accomplish IAW AFI 33-201V2, *Communications Security (COMSEC) User Requirements*.

4.5.3.30. Passport [E030]. Track passport expiration dates for crewmembers. Accomplish through *Unit Deployment Manager*.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, BMC, or CMR must accomplish all applicable training requirements of [Table 4.3](#) (BAQ), based on assigned FTL (A or B). BMC and CMR aircrew will also comply with the following:

4.6.1.1. BMC and CMR aircrew members will also accomplish applicable mission ready requirements from [Table 4.4](#) (mission events) according to their mission qualification and FTL.

4.6.1.2. MP qualified pilots awaiting AC certification may complete events in either seat with an AC certified pilot.

Table 4.3. RC-26B Semi-Annual Flying Requirements.

ARMS ID	EVENT Volume by FTL	Pilot A/B	MSO A/B	Currency A/B	NOTES
AP10	Instrument Approach	8/12		60d/45d	3, 4
AP01	Precision Approach	4/6			1, 4
AP02	Non-Precision Approach	4/6			1, 4
AP30	Circling Approach	1/3			4
TO00	Takeoff	8/12		60d/45d	3, 4
LD00	Landing	8/12		60d/45d	3, 4
LD02	Night Landing	2/3		90d/60d	2, 4
ST14	Pilot Proficiency Sortie (PPS)	1/3		180d/120d	4
<p>NOTE: Pilots completing training will have events prorated for that semi-annual period.</p> <ol style="list-style-type: none"> 1. AP01 and AP02 dual credits AP10 2. LD02 dual credits LD00 3. Require a flight evaluation if loss of currency exceeds 6 months per AFI 11-202V1, para 2.2 and 3.4.3.2. See para 4.4.1.2. of this instruction and AFI11-2RC-26BV2 for evaluation requirements. 4. Failure to accomplish results in regression to BMC. 					

4.7. Semi-Annual Flying Events. The following event definitions apply to **Table 4.3**, Semi-Annual BAQ Flying Training Requirements. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. Flight Surgeons will log currency IAW AFI 11-202 Vol 1 requirements.

4.7.1. Pilot Proficiency Sortie (PPS) [ST14]. All Pilots - A training mission including instrument, transition, and emergency procedures. Fly maneuvers under the supervision of an IP and repeat them until an acceptable level of proficiency is attained or the PPS may not be credited. If the PPS is incomplete, the instructor will recommend whether the entire PPS or just the incomplete events must be re-accomplished. Instructors and flight examiners need not complete all PPS events on a single sortie. Credit a PPS when all events are complete. IPs and EPs are not required to fly with another IP to credit this event. A PPS consists of the following:

- 4.7.1.1. Two instrument approaches (one precision and one non-precision if available).
- 4.7.1.2. A holding pattern or procedure turn.

4.7.1.3. Simulated single-engine approach, go-around and landing.

4.7.1.4. A circling approach (traffic permitting).

4.7.1.5. VFR traffic pattern (weather permitting).

4.7.1.6. Landing at all flap settings prescribed by the flight manual.

4.7.1.7. A review of boldface emergency procedures.

4.8. Mission Event Definitions and Accrediting Criteria. The following event definitions apply to **Table 4.4** (mission events). Failure to accomplish them results in loss of event currency. See AFI 11-202 Vol 1 for complete flight surgeon flying training requirements.

Table 4.4. RC-26B MR / CMR Semi-Annual Flying Requirements.

ARMS ID	CORE MISSION EVENTS Volume by FTL	Pilot A/B	MSO A/B	Currency A/B	NOTES
ST51	Mission Sortie	12/18	12/18	90d/60d	1, 4
RM21	Surveillance	6/9	6/9	90d/60d	4
RM23	Moving Target Surveillance	3/5	3/5	90d/60d	4
RS20	Tactical Departure	1/2	1/2		4
RS00	Tactical Arrival	1/2	1/2		4
NV01	NVG Sortie	2/4		90d/60d	1, 3
NV15	NVG Takeoff	3/6		90d/60d	2, 3
NV20	NVG Landing	3/6		90d/60d	2, 3
CS08	Secure Communication	2/3	2/3		1, 4

NOTES:

1. Only one event can be logged per crewmember per sortie.
2. Failure to accomplish this event within the specified timeframe results in loss of currency for that event only. The crewmember remains qualified for all other qualifications.
3. NVG currencies only apply to squadron authorized by NGB/A3 to operate with NVGs.
4. Failure to accomplish results in regression to BMC.
5. Dual credits takeoff (TD00) and/or Night Landing (LD02)/Landing (LD00).

4.8.1. Mission Sortie [ST51]. Credit when any mission event is performed.

4.8.2. Surveillance [RM21]. Credit when a target is acquired, identified, and maintained IAW 11-2RC-26BV2, Surveillance Target Acquisition/Target Acquisition and Sensor Plan criteria, as applicable.

4.8.3. Moving Target Surveillance [RM23]. Credit when a moving target is acquired, identified, and maintained IAW 11-2RC-26BV2, Tactical Orbits (stationary/offset/moving) criteria.

4.8.4. Tactical Departure [RS20]. To credit a tactical departure event, a pilot must complete any tactical departure IAW AFI 11-2RC-26B, Vol. 3 and other applicable guidance.

4.8.5. Tactical Arrival [RS00]. To credit a tactical arrival event, a pilot must complete any tactical arrival IAW AFI 11-2RC-26B, Vol. 3 and other applicable guidance.

4.8.6. NVG Sortie [NV01]. To credit an NVG sortie crewmembers must complete a flight on NVGs during the hours of night (between the end of evening civil twilight and the beginning of morning civil twilight). Pilots must complete at least one NVG takeoff or NVG landing to count this event. Only one event may be credited per sortie.

4.8.7. NVG Takeoff [NV15]. To credit an NVG takeoff event, a pilot must complete one NVG takeoff IAW applicable volumes of AFI 11-202, AFI 11-2RC-26B, and other applicable guidance during the hours of night (between the end of evening civil twilight and the beginning of morning civil twilight). Dual credit is authorized with night takeoff, pilots may log subsequent NVG touch and go's as NVG takeoff and NVG landing.

4.8.8. NVG Landing [NV20]. To credit an NVG landing event, a pilot must complete one NVG landing IAW applicable volumes of AFI 11-202, AFI 11-2RC-26B, and other applicable guidance during the hours of night (between the end of evening civil twilight and the beginning of morning civil twilight). Dual credit is authorized with night landing, pilots may log subsequent NVG touch and go's as NVG takeoff and NVG landing.

4.8.9. Secure Communication [CS08]. Load all secure voice/data device IAW the appropriate checklists or instructions. Establish two-way contact both in the clear and in secure voice/data modes. This may be accomplished to any station, including company aircraft. Only one event may be credited per flight.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

Table 5.1. Minimum Upgrade / Certification Requirements.

Upgrading From	Upgrading / Certifying To	Requirements	Notes
Copilot (MC) – Right Seat Only	Mission Pilot (MP)	750 total hours and 400 RC-26B hours	1, 3
Previously Qualified MDS Pilot (see paragraph 2.2.1.)	Mission Pilot (MP) – Non AC Certified	1000 hours IAW paragraph 2.2.1	1, 3
Mission Pilot (MP) – NOT previously certified AC	Aircraft Commander (AC) Certified only	10 documented left seat sorties as an MP	1, 2, 3
Mission Pilot (MP) – previously certified AC	Aircraft Commander (AC) Certified only	OG discretion	1, 2, 3
Aircraft Commander (AC)	Instructor Pilot (IP)	200 hours RC-26B since AC upgrade	1, 3
MSO	Instructor MSO (IW)	800 total hours and 100 RC-26B hours	1, 3
Instructor	Flight Evaluator	See notes	2, 3
Instructor Pilot (IP)	FCF Pilot	See notes	2, 3, 4
Notes. 1. Do not count “other” time. 2. Unit Certification. 3. OG/CC or designated representatives recommendation. 4. FCF Pilot should be an instructor pilot (See paragraph 5.6.4).			

5.2. Aircraft Commander Upgrade. Commanders will consider experience, knowledge, and judgment when identifying candidates. Nominees must have an in-depth knowledge of systems, procedures, and instructions prior to entry into the upgrade program. The upgrade program is designed to teach AC duties and responsibilities, as well as left seat mission qualification.

5.2.1. Aircraft Commander Upgrade Prerequisites. The prerequisite flying time levels for upgrade in [Table 5.1](#) are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit’s mission. AC candidates will also meet all prerequisites listed in the formal school syllabus.

5.2.2. Aircraft Commander Upgrade, Ground and Flight Training Requirements. The primary method of AC upgrade is satisfactory completion of the formal school course.

5.2.3. Previously qualified aircraft commanders. Pilots may be trained in the left seat at the formal school and may be MP qualified. They may be certified as Aircraft Commanders once they meet the hour requirements of [Table 5.1](#)

5.3. Instructor Upgrade. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.3.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. The following characteristics must be considered:

5.3.1.1. Instructional Ability. An instructor is a teacher and must understand the principles of instruction.

5.3.1.2. Judgment. Instructors must possess judgment necessary to meet unexpected or induced emergencies, and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.3.1.3. Personal Qualities. The instructor must have patience, tact, understanding, and the desire to instruct others. Instructors must have a personality which inspires and wins respect of each student.

5.3.1.4. Technical Knowledge. The instructor must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots and FEs, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors must be thoroughly familiar with aviation management, flying training, and flying operations publications.

5.3.1.5. Flying Experience. Instructors must possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

5.3.1.6. Tactical Experience. The instructor must be familiar with respective aircraft defensive systems and equipment. They must be familiar with how their MDS can be employed in threat areas. They must be familiar with AFTTP applicable volumes.

5.3.2. Initial Candidates. All initial instructor upgrade candidates must be CMR in their unit's mission for a minimum of 6 months, and meet the flying hour requirements identified in this paragraph.

5.3.2.1. Instructor Pilot. Instructor pilot candidates must have a minimum of 200 hours since aircraft commander certification (do not count "other" time). See **Table 5.1**. If an instructor candidate does not complete training at the FTU they will not be qualified to instruct at the FTU.

5.3.2.2. Instructor Mission System Officer. Instructor mission system officer candidates must have a minimum of 800 hours total time and at least 100 RC-26B hours (do not count "other" time). See **Table 5.1**. If an instructor candidate does not complete training at the FTU they will not be qualified to instruct at the FTU.

5.3.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives. In addition, all candidates will adhere to the following:

5.3.3.1. Qualify in the applicable formal school instructor course for their crew position. First time instructors must complete Academic Instructor Training Course (AITC) or

equivalent. If an instructor did not complete instructor upgrade training at the FTU they must complete a formal school instructor certification prior to instructing at the FTU.

5.3.4. Instructor Requalification. Instructor requalification, as a minimum, requires an instructor checkride IAW AFI 11-2RC-26B Vol. 2 and applicable ANG supplement.

5.3.5. Instructor Transfers. See AFI 11-202 Vol. 1 and applicable ANG supplement.

5.4. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being certified as flight examiner, candidates must demonstrate satisfactory knowledge of command training and evaluation procedures and appropriate forms completion. Flight examiner upgrades and certification will be accomplished per AFI 11-202, Vol. 2, AFI 11-2RC-26B, Vol.2, and local unit guidance. Flight examiners are only qualified to evaluate missions, events, and maneuvers in which they were previously instructor qualified. If an instructor is qualified in additional events after initial MDS flight examiner upgrade, they are automatically qualified to evaluate those additional events.

5.5. Special Mission Qualifications and Certifications. The commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications and certifications. A flight evaluation is required for Special Mission Qualifications, while Certifications are gained IAW paragraph 5.6 Special mission events are not considered core mission events and are not required for mission ready status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted.

5.6. Instructor Certified Events. Table 5.2 lists events which require instructor certification on the AF IMT 1381 (or ANG approved substitute) and the crew positions that require certification. These events may be taught at the formal school as part of mission qualification training. Formal school instructors will make AF Form 1381 (or ANG approved substitute) entries for all Table 5.2 training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training using the guidance below:

Table 5.2. Instructor Certified Events.

INSTRUCTOR CERTIFIED EVENTS	Crew Positions
Night Vision Device	Pilot
Differences Training	All
FCF	Pilot
Note: Instructor Certified Events on this table require documentation on the AF IMT 4348 or AF IMT 1381.	

5.6.1. Documentation. Successful completion of each certification listed below will be annotated on an AF IMT 1381, USAF Certification of Aircrew Training, in the individual's FEF and should be tracked in the unit letter of Xs unless otherwise noted.

5.6.2. Night Vision Goggles (NVG). All crewmembers will complete the NGB approved RC-26B Night Vision Goggle Certification syllabus prior to being certified to perform NVG Takeoffs and Landings.

5.6.3. Differences Training. All crewmembers will complete NGB approved Differences Certification syllabus of instruction prior to being certified to fly without an instructor in different variants of the RC-26B.

5.6.4. Functional Check Flight (FCF) Pilot Certification. Units may use the formal training FCF course when available. Training may be conducted in unit, without a waiver, using the ANG approved course. Functional Check Flight Pilots should be selected from the best qualified and most competent instructors. The unit commander may select Aircraft Commanders to perform FCF duties in rare cases when circumstances dictate. Functional Check Flight upgrade will follow locally established guidelines.

5.6.4.1. At a minimum, ground training will be accomplished using the academic course instruction in Table 5.3.

Table 5.3. FCF Academics Review.

Event ID	Subject
AT01	TO 1RC-26B-1, RC-26B Acceptance and Functional Check Flight Manual
AT02	TO 1-1-300, Acceptance/Functional Check Flight and Maintenance Operational Checks
AT03	AFI 21-101 and ANG SUP1, Aerospace Equipment Maintenance Management, paragraphs 10.19., 10.20.
AT04	Local Unit FCF Instructions and Policies

5.6.4.2. At a minimum, flying training will consist of at least one FCF upgrade sortie. All ground propulsion system checks and in-flight engine shutdowns and air starts will be performed and evaluated. If unable to accomplish all FCF items on the checklist in flight, instructors may verbally debrief all other items.

Chapter 6

AIRCREW TRAINING RECORDS

6.1. General Procedures and Guidelines. This chapter provides guidelines for proper documentation of training. Instructions are provided for AF Form 4022, *Aircrew Training Folder*, AF IMT 4023, *Aircrew Training Progress Report*, AF IMT 4024, *Aircrew Training Accomplishment Report*, and AF IMT 4025, *Aircrew Summary/Closeout Report*.

6.2. Career Training Folder. Units will maintain an aircrew training folder for all assigned or attached crewmembers.

6.2.1. The name of the crewmember will be clearly posted on both the binder spine and front cover. The front cover must also prominently display the following statement: "PRIVACY ACT INFORMATION - The information accessed through this system is FOR OFFICIAL USE ONLY and must be protected in accordance with the Privacy Act and AFI 33-332." Each training record within the binder will be tabbed separately to differentiate between programs. The binder will be divided into sections as follows:

6.2.1.1. Section 1 - Table of Contents. This should clearly list each item contained within the binder and the tab where it is located. It should be kept as current and accurate as possible and clearly display the date of the last update.

6.2.1.2. Section 2 - Record of Review. The training section will review the career training folder for accuracy and completeness annually. Annotate the date of review as well as the name and office symbol of the reviewing official. Include any comments or discrepancies noted. If an expanded explanation is necessary, use an MFR signed by the unit training officer. File these documents behind the record of annual review in chronological order with the most recent on the bottom. No annual review is required for crewmembers in inactive/non-flying positions. Annotate the timeframe during which the individual was in non-flying status in appropriate chronological space in the record of annual review (i.e., May 2002-Jun 2005 Inactive/ANG Staff).

6.2.1.3. Section 3 - Completed Training Records. This section will ideally contain all flight training records, usually recorded on an AF IMT 4025 – Aircrew Summary/Closeout Report (qualifications, certifications, specialized mission training, etc.), whether they are completed in-unit or at the FTU. The records will be in chronological order starting with initial qualification and ending with the most recently completed training on the top. Each training record within the folder will be tabbed separately to differentiate between programs. The tabs will be numbered in order with the member's initial qualification (whether completed at the FTU or in-unit) labeled Tab #1.

6.2.2. Career training folders are covered by the Privacy Act of 1974 and shall be used for official business only. Maintain folders in a secure area within the unit's training section. Only instructors and supervisors should have regular access to these records. Individuals may sign out their own records.

6.2.3. When a crewmember makes a PCS move, the squadron training section will copy the table of contents and record of annual review as a minimum. The unit shall seal the career

training folder in an envelope along with the individual's FEF and give it to the member for delivery to the next duty station.

6.2.3.1. Crewmembers PCS to an active flying assignment. The losing unit squadron training section will keep these documents for six months from the date the individual departs home station, in the event records are lost or destroyed en route.

6.2.3.2. Crewmembers PCS to an in-active flying assignment, separating or retiring. The losing unit squadron training section shall keep these copies until the member arrives at his next flying assignment or three years (whichever is less).

6.3. Entry into Training. Initiate a temporary training folder (AF Form 4022) for any of the following: initial qualifications, mission qualifications, special qualification or certification training, upgrade to the next higher crew qualification, requalification training, corrective action, or additional training.

6.3.1. The unit commander may waive the temporary training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the crewmember's performance will enter comments pertinent to the training deficiency on AF IMT 4023. Use the existing AF Form 4022 for end-of-course evaluations that result in additional training.

6.3.2. At the unit's discretion, a combined AF Form 4022 may be used for an individual undergoing more than one training program in a short period of time.

6.3.3. Formal schools will send the AF IMT 4025, Aircrew Training Summary, to the trainee's gaining unit. Unit commanders will review formal school training.

6.3.4. Training officers will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. Trainees may review their folders at any time.

6.3.5. Prior to all training periods, the instructor or trainer will review the AF Form 4022, to include AF IMT 4023 and 4024. Those areas not previously accomplished or those in which crewmembers require additional training will be noted for possible inclusion during the current training period. Review active training folders monthly and quarterly. Annotated reviews on AF IMT 4023.

6.3.6. Upon completion of training, a copy of the summary/close-out report (AF IMT 4025) will be placed in the individual's career training folder. Career training folders are covered by the Privacy Act of 1974 and shall be used for official business only. Maintain folders in a secure area within the unit's training section. Only instructors and supervisors should have regular access to these records. Individuals may sign out their own records.

6.3.6.1. When a crewmember makes a PCS move, the squadron training section will copy the table of contents and record of annual review as a minimum. The unit shall seal the career training folder in an envelope along with the individual's FEF and give it to the member for delivery to the next duty station.

6.3.6.2. Crewmembers PCS to an active flying assignment. The losing unit squadron training section will keep these documents for six months from the date the individual departs home station, in the event records are lost or destroyed en route.

6.3.6.3. Crewmembers PCS to an in-active flying assignment, separating or retiring. The losing unit squadron training section shall keep these copies until the member arrives at his next flying assignment or five years (whichever is less).

6.3.7. For purposes of training documentation, classroom-only training conducted at the unit should be identified as academic training. Ground training is all training conducted outside the classroom not associated with a flight or artificial training device.

6.4. AF Form 4022. AF Form 4022 is a folder constructed of cardstock. The inside covers are designed for documenting training. AF IMT 4023, 4024, and 4025 and additional information (for example, waivers, memorandums, etc...) will be centered and attached to folder fasteners. Comply with the following when documenting training on AF Form 4022:

6.4.1. Trainee Information (Cover). Provide trainee and course information as follows:

6.4.2. Name and Grade. Self-explanatory.

6.4.3. Aircrew Position. Self-explanatory. (For crewmembers in an upgrade program, enter the aircraft position to which they are upgrading.)

6.4.4. Unit of Assignment. Self-explanatory.

6.4.5. Type of Training. Enter the formal course title or, for a special mission qualification, enter a descriptive identifier.

6.4.6. Class Number. Enter the formal school class number and/or the start date for ground training.

6.4.7. Course Number. Enter only the formal course number if available.

6.4.8. Ground Training Summary. Located on the inside left of the folder, this section provides a chronological record of ground training events. Record non-flying training periods. Classroom academic training will be identified as "AT." Other ground training periods will be identified as "GT", "PTT", etc. Record information as follows:

6.4.8.1. Date. Self-explanatory.

6.4.8.2. Training Period. Sequentially enter training period designators (for example, AT-01, GT-02, etc) or the specific course identifier.

6.4.8.3. Status. If an additional training period is needed to accomplish lost training events, enter "INC" (incomplete) and the reason; otherwise, leave blank.

6.4.8.4. Instructor or Trainer (Qualification). Enter the name of the instructor or trainer and qualification.

6.4.8.5. Training Time. Self-explanatory. Do not include time normally associated with briefing and debriefing.

6.4.8.6. Training Period Designators. These are codes to describe training periods. Formal training schools may use more descriptive designators if required.

6.4.8.7. Written Evaluations. If applicable and desired, record data for the flight evaluation written exams, completing the training program as follows:

6.4.8.8. Date. Enter the date the written evaluation was satisfactorily completed.

6.4.8.9. Type. Enter the description or other appropriate identifier IAW AFI 11-2RC-26V2.

6.4.8.10. Grade. Enter the grade IAW AFI 11-2RC-26V2.

6.4.8.11. Performance Evaluation Summary. Record data on required evaluations (including reevaluations, if applicable) as follows:

6.4.8.12. Date Recommended. Enter the date recommended for a performance evaluation.

6.4.8.13. Type Evaluation. Enter the evaluation description or other appropriate identifier IAW AFI 11-2RC-26V2.

6.4.8.14. Instructor (Qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

6.4.8.15. Operations Review. With the initials of the reviewer, indicate a records review has been accomplished following the recommendation for an evaluation. Operations Group Commanders, or their designated representative, will accomplish this review prior to the flight evaluation.

6.4.8.16. Date Evaluated. Enter the date the evaluation was completed.

6.4.8.17. Evaluator. Self-explanatory.

6.4.8.18. Grade. Enter "Q-1", "Q-2", or "Q-3" IAW AFI 11-2RC-26V2.

6.4.9. Flying Training Summary. Located on the inside right of the folder, this section provides a chronological record of flying training sorties. Log all scheduled sorties, even if they were canceled by external factors such as weather (WX), maintenance (MX), operations (OPS), sympathetic (SYM), or sortie incompatible with student requirements (IN). Record information as follows:

6.4.9.1. Date. Self-explanatory.

6.4.9.2. Training Period. Enter sequentially numbered training period designators. (For example, IMU-01, PMQ-03, EVAL, etc...)

6.4.9.3. Status. Enter INC and reason (INC-WX, INC-MX, or INC-PRO) when an additional training flight (over those remaining) will be required to accomplish lost training events originally scheduled for that period. Otherwise, leave blank.

6.4.9.4. Instructor (Qualification). Enter the name and highest aircrew qualification of the instructor.

6.4.9.5. Mission Time. Enter the total flight time of the training or operational mission in the top half of the block. If documentation of seat time is required, enter the flight time the trainee was actually in the seat in the lower half of the block.

6.4.9.6. Cumulative Time. Use this block to enter the individual's total cumulative flight time in the specific training course. Enter the total cumulative flight time in the top half of the block and, if required, the total cumulative seat time in the lower half of the block.

6.5. AF IMT 4023. This form provides a narrative description of ground and flight training events. It is also used for documenting the operations review of training progress. File AF IMT

4023 in chronological order with the most recent flight on top. Comply with the following when completing AF IMT 4023: A2.3.1. Block 1. For the training period, indicate ground, simulator, or flight. (For example, PIQ-AT-01, PIQ-AT-03, PTT-04, etc...). Also annotate the date the training occurred.

6.5.1. Blocks 2 through 7. Annotate the time allocated for training in blocks 2, 4, and 6 and keep a running total (in blocks 3, 5, and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as "AT" and tabulated under the GT blocks 2 and 3.

6.5.2. Block 8. Keep a running total of all training time. (Add items 3, 5, and 7.)

6.5.3. Block 9. Describe the training event or mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations must be specific and include tasks requiring further training and the type of training required. If more space is required, draw vertical arrows through the next section (blocks 1 through 8) on the form and continue remarks. In addition, the following reviews will be conducted:

6.5.4. Operations Review. The training officer will conduct a monthly review of active status AF Forms 4022. The Operations Group Commander or designated representative will review active status AF Forms 4022 at least once each quarter and document these reviews on AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations blocks. NOTE: AF Form 4023 will be completed by the instructor and reviewed by the student prior to his or her next training period.

6.5.5. Block 10. Instructors will print and sign their name and annotate their grade and crew qualification.

6.5.6. Block 11. Students will print and sign their name.

6.5.7. Block 12. For monthly and quarterly reviews, the reviewer will print and sign their name and indicate their position. Reviewers may use their initials in the review block after reviewing individual AF IMT 4023 entries.

6.6. AF IMT 4024. This form tracks individual event and task accomplishment and grades for each sortie. Units may overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Use separate AF IMT 4024 for simulator and flight training. Maintain AF IMT 4024 on the right side of AF Form 4022. Comply with the following when completing AF IMT 4024:

6.6.1. Name. Self-explanatory.

6.6.2. Crew Position. Self-explanatory.

6.6.3. Course or Phase of Training. Enter the course identifier; for example, P-IQT. For special-mission qualification, enter the type and identify the method of training; for example, CD training, flying training, etc...

6.6.4. Sortie. Enter sortie number. (For example, MMQ-01, PIQ-02, IPU-03, etc...)

6.6.5. Date. Self-explanatory.

6.6.6. Training Event and Task Listing. Enter the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

6.6.6.1. Annotate event with a (B) if the event is a briefing only item.

6.6.6.2. Annotate event with a (F) for a familiarization item to indicate proficiency is not required.

6.6.7. Number Accomplished. If greater than one, enter the number of times an event was accomplished on that sortie. If only one event is accomplished, leave blank and annotate the appropriate grade in the "Grade" column.

6.6.8. Grade. Enter grade IAW the last page of AF Form 4022.

6.6.8.1. Enter the grade in red marker to highlight regression if the crewmember was previously proficient, but has regressed.

6.6.9. Total Number Required. Indicate the total repetitions of an event or task required by the course syllabus.

6.6.10. Total Number Accomplished. Indicate the total of the number of repetitions actually accomplished.

6.6.11. Required Proficiency Level (RPL). Indicate the RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember must achieve. The standards for specific events are listed in AFI 11-2C-26V2. For those events without an RPL listing, all events will have an RPL of "3". EXCEPTION: One-time events required for familiarization and not listed in AFI 11-2C-26V2, will not have a performance standard assigned. Event and task performance standards and knowledge standards are shown on the last page of AF Form 4022.

6.7. Periodic Reviews. The operations officer will review active training folders quarterly, and unit training representatives will conduct a monthly review. Annotate monthly and quarterly reviews with a signed entry on the AF Form 4023s or on a unit developed form placed on the top left of the training folder. In those months where a quarterly review is completed, the monthly review is not required.

6.7.1. At the monthly review check that all training is correctly documented and instructor write-ups adequately document student performance. If errors are discovered, take immediate action to correct them or document reasons the errors could not be corrected (i.e., instructor not available for signature). Note whether the trainee is progressing in a satisfactory manner, identify any significant problems encountered, and recommend any adjustments to training. Review the time elapsed between training flights. If an excessive amount of time has elapsed between training rides, document the reasons.

6.7.2. The quarterly review should focus on trainee progression. The operations officer should take this time to determine if students are performing up to standards and the training program is meeting his goals or vision for the unit. Document any relevant findings and direct any changes to the training program.

6.8. Instructions for Closing Out Training Records, AF IMT 4025.

6.8.1. For each formal training program, an AF IMT 4025 will be completed, detailing the individual's strengths, weaknesses, overall performance, and other pertinent information. This report will be filed in the crewmember's career training folder.

6.8.2. Unit commanders will ensure comments on AF IMT 4025 do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF IMT's 4023 or 4024.

6.9. Instructions for Documenting Aircrew Qualifications. Units must accurately track all qualifications and certifications for each crewmember. This is best accomplished through a combination of the AF IMT 1381 (or ANG approved substitute), a locally-generated letter of Xs (or equivalent), and the AF IMT 4324, *Aviation Resource Management System Upgrade Worksheet*.

6.9.1. AF IMT 1381 (or ANG approved substitute). Maintain the 1381 (or ANG approved substitute) in the member's flight evaluation folder IAW AFI 11-2RC-26B Vol 2.

6.9.2. Letter of Xs. A letter of Xs is the commander's tool to track all qualifications, certifications and specialized training not appropriate for the 1381 (or ANG approved substitute) (i.e., locally required certifications, and training in new equipment or procedures). Specific procedures and format may be determined locally, but it must contain the following minimum information: crewmember name, highest qualification currently held, and any specialized training completed (not documented elsewhere). Include any other information required by the unit commander.

6.9.3. AF IMT 4324. This form is the source document used to update aircrew certification, assign training profiles, and formal flying training dates in ARMS. The unit Stan/Eval and/or training office will complete this form and submit to SARM personnel to assign training profiles when a new crewmember in-processes to the unit. Complete a new form when training profiles are added, aircrew certification codes change, and when formal school courses are completed.

Chapter 7

AIRCREW TRAINING SYSTEM (ATS), INFORMATION COLLECTION, RECORDS, AND FORMS

7.1. Aircrew Training System (ATS). The RC-26 program uses a civilian contractor, ATS, to provide academic, simulator, and other designated aircrew training for pilots. The RC-26 Pilot Initial Training Course numbers is J10HC1045-039 and the RC-26 Pilot Recurrent Training Course number is J10HC1045-039.

7.1.1. Objectives. Lesson objective descriptions, remediation procedures, specific training evaluation criteria, and administration procedures are contained in the current contract with ATS. All facets are available for review, either from NGB/A3T or ATS. Scheduling guidelines/procedures are established by NGB/A3T who will provide a training authorization number for each individual prior to course start.

7.2. Information Collections. No information collections are created by this publication.

7.3. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363 and disposed of in accordance with the AF RDS in AFRIMS located at <https://www.mv.af.mil/gcss-af61a/afrims/afrims/>.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFCAT 21-209 Vol 1, *Ground Munitions*, 9 Nov 2007

AFI 10-245, *Air Force Antiterrorism Standards*, 21 Jun 2002

AFI 10-2501 IC-1, *Air Force Emergency Management Program Planning and Operations*, 28 Sep 2007

AFI 11-2RC-26B Vol 1, *RC-26B Aircrew Training*, 25 Jul 2005

AFI 11-2RC-26B Vol 2, *RC-26B Aircrew Evaluation Criteria*, 31 Aug 2005

AFI 11-2RC-26B Vol 3, *RC-26B Operations Procedures*, 19 May 2006

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 Jan 2012

AFI 11-202 Vol 1, *Aircrew Training*, 22 Nov 2010

AFI 11-202 Vol 2, *Aircrew Standardization/Evaluation Program*, 13 Sept 2010

AFI 11-202 Vol 3, *General Flight Rules*, 22 Oct 2010

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 11 May 2005

AFI 11-235, *Forward Area Refueling Point Operations*, 15 Dec 2000

AFI 11-246 Vol 5, *Air Force Aircraft Demonstrations*, 26 Apr 2004

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 Apr 2001

AFI 11-301 Vol 1, *Aircrew Life Support (ALS) Program*, 19 Jul 2002

AFI 11-401, *Aviation Management*, 10 Dec 2010

AFI 11-403, *Aerospace Physiological Training Program*, 20 Feb 2001

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 15 Apr 1994

AFI 14-105, *Unit Intelligence Mission and Responsibilities*, 3 Jun 2002

AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*, 6 Sep 2006

AFI 31-207, *Arming and Use of Force by Air Force Personnel*, 1 Sep 1999

AFI 33-201 Vol 2, *Communications Security (COMSEC) User Requirements*, 26 Apr 2005

AFI 33-332, *Air Force Privacy Program*, 16 May 2011

AFI 33-360 IC-2, *Publications and Forms Management*, 12 Jul 2007

AFI 36-2107, *Active Duty Service Commitments*, 22 Apr 2005

AFI 36-2201 Vol 1, *Training Development, Delivery, and Evaluation*, 1 Oct 2002

AFI 36-2226, *Combat Arms Program*, 26 Feb 2003

AFI 36-2238, *Self Aid and Buddy Care Training*, 19 Jan 2006

AFI 36-2251, *Management of Air Force Training Systems*, 20 Mar 2003
AFI 44-170, *Preventative Health Assessment*, 10 Dec 2009
AFI 48-123, *Medical Examinations and Standards*, 24 Sep 2009
AFI 41-210, *Patient Administration Functions*, 22 Mar 2006
AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*, 19 Jul 1994
AFI 91-202, *US Air Force Mishap Prevention Program*, 1 Aug 1998
AFMAN 11-210, *Instrument Refresher Course Program*, 5 Feb 2005
AFMAN 11-217 Vol 1, *Instrument Flight Procedures*, 3 Jan 2005
AFMAN 24-204 IC-1, *Preparing Hazardous Materials for Military Air Shipments*, 4 May 2007
AFMAN 33-363, *Management of Records*, 1 Mar 2008
AFPD 10-9, *Lead Command Designation and Responsibility for Weapon Systems*, 8 Mar 2007
AFPD 11-3, *Life Support*, 9 Apr 1993
AFPD 54-1, *Compliance with Law of Armed Conflict*, 4 Aug 11
AFOSH Standard 91-501, *Air Force Consolidated Occupational Safety Standard*, 7 Jul 2004
AF RDS, *Air Force Records Disposition Schedule*
AFSOCI 48-1392 IC 2007-1, *Laser Radiation Protection Program*, 29 Oct 2007
CJCSN 2311.01, *US/Russia Prevention of Dangerous Military Activities*, 17 Oct 2007
ETCA, *Education Training Course Announcements*
NGR 500-2, *National Guard Counterdrug Support*, 29 Aug 2009
AFRIMS, <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm/>

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*, 8 Dec 2006
AF IMT 847, *Recommendation for Change of Publication*, 22 Sep 2009
AF IMT 1522, *ARMS Additional Training Accomplishment Input*, 18 Aug 2008
AF IMT 1381, *USAF Certification of Aircrew Training*, 1 Mar 1976
AF IMT 1042, *Medical Recommendation for Flying of Special Operational Duty*, 1 Feb 1992
AF IMT 4005, *Individual Deployment Requirements Checklist*, 10 Jan 2012
AF FORM 4022, *Aircrew Training Folder*, 1 Oct 1997
AF IMT 4023, *Aircrew Training Progress Report*, 1 Oct 1997
AF IMT 4024, *Aircrew Training Accomplishment Report*, 1 Oct 1997
AF IMT 4025, *Aircrew Summary/Close-out Report*, 1 Oct 1997
AF IMT 3933, *MAJCOM Mission Training Request*, 31 Mar 2003

AF Form 1256, *Certificate of Training*, 1 Nov 1986

AF Form 4348, *USAF Aircrew Certifications*, 1 Mar 1976

Abbreviations and Acronyms

AAA—Anti-Aircraft Artillery

AAR—Air to Air Refueling

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AETC—Air Education and Training Command

AF—Air Force

AFCAT—Air Force Catalog

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPC—Air Force Personnel Center

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRCI—Air Force Reserve Command Instruction

AFSC—Air Force Specialty Code

AFTL—Air Force Task List

AFTTP—Air Force Tactics, Techniques, and Procedures

AI—Airborne Intercept

AIS—Advanced Instrument School

AITC—Academic Instructor Training Course

ALSE—Aircrew Life Support Equipment

AMSS—Airborne Mission System Specialist

ANG—Air National Guard

API—Aircrew Position Indicators

APS—Aircrew Proficiency Sortie

ARC—Air Reserve Component

ARMS—Aviation Resource Management System
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATS—Aircrew Training System
BAI—Backup Aircraft Inventory
BAQ—Basic Aircraft Qualification
BDHI—Bearing Distance Heading Indicator
BMC—Basic Mission Capable
CAS—Close Air Support
CBRNE—Chemical, Biological, Radiological, Nuclear, and High-yield Explosive
CBT—Computer Based Training
CC—Commander
CCPT—Cross Crew Position Training
CDTQT—Chemical Defense Task Qualification Training
CFETP—Career Field Education and Training Plan
CJSOAC—Combined Joint Special Operations Air Component
CLM—Course Lesson Map
CMP—Combat Mission Profile
CMR—Combat Mission Ready
CMT—Combat Mission Training
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSAF—Chief of Staff Air Force
CSAR—Combat Search and Rescue
CSI—Contingency SERE Indoctrination
CSO—Combat Systems Officer
d—Days
DO—Director of Operations
DOC—Designed Operational Capability
DoD—Department of Defense
DOT—Director of Operations Training

DNIF—Duty Not Involving Flying
DRU—Direct Reporting Unit
DSO—Direct Support Operator
EF—Evaluator Flight Engineer
EPT—Emergency Parachute Training
ETCA—Education and Training Course Announcements
EV—Evaluation
FAIP—First Assignment Instructor Pilot
FAM—Functional Area Manager
FAR—Federal Aviation Regulations
FARP—Forward Area Refueling Point
FCF—Functional Check Flight
FCG—Foreign Clearance Guide
FEF—Flight Evaluation Folder
FHP—Flying Hour Program
FIP—Flight Instructor Preparatory
FLIP—Flight Information Publication
FM—Financial Management
FOA—Field Operating Agency
FP—First Pilot
FS—Flight Surgeon
FTL—Flying Training Level
FTU—Formal Training Unit
GM—Guidance Memorandum
GT—Ground Training
GTL—Ground Training Level
HQ—Headquarters
I—Instrument
IAW—In Accordance With
ICAO—International Civil Aviation Organization
ID—Identification
IFF/SIF—Identification Friend or Foe/Selective Identification Feature

IMT—Information Management Tool
IP—Instructor Pilot
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
LOAC—Law of Armed Conflict
LOC—Line of Communication
LPS—Local Proficiency Sortie
M—Mission
m—Months
MAJCOM—Major Command
MAP—Missed Approach Point
MDS—Mission Design Series
MET—Mission Essential Task
METL—Mission Essential Task List
MFR—Memorandum for Record
MIF—Maneuver Item File
MOA—Memorandum of Agreement
MOST—Mission Oriented Simulator Training
MP—Mission Pilot
MPF—Military Personnel Flight
MQT—Mission Qualification Training
MX—Maintenance
N—Night
NAF—Numbered Air Force
NAV—Navigator
NBCC—Nuclear, Biological, Chemical, and Conventional
NCO—Noncommissioned Officer
NCOIC—Noncommissioned Officer In Charge
NDB—Non-Directional Beacon
NGB—National Guard Bureau
NLT—No Later Than
NMR—Non-Mission Ready

NOTAMS—Notice to Airman
NVG—Night Vision Goggles
OG—Operations Group
OJT—On the Job Training
OPR—Office of Primary Responsibility
OSA—Operational Support Aircraft
OSS—Operations Support Squadron
P—Pilot
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
PDO—Publications Distribution Office
PDS—Personnel Data System
PEM—Program Element Monitor
PFT—Programmed Flying Training
PIC—Pilot in Command
POC—Point of Contact
POM—Program Objective Memorandum
PQP—Prior Qualified Pilot
PTT—Part Task Trainer
Q—Quarter
RPL—Required Proficiency Level
SABC—Self-Aid/Buddy Care
SAM—Surface to Air Missile
SARP—Standards and Recommended Practices
SERE—Survival Evasion Resistance Escape
SIM—Simulator
SKA—Skills, Knowledge, and Attitudes
SMT—Secondary Method Training
SOI—Syllabus of Instruction
STAN/EVAL—Standardization and Evaluation
Sup—Supplement
T—Transition

TL—Training Level

T.O.—Technical Order

TTP—Tactics, Techniques, and Procedures

TX—Transition Course

UNT—Undergraduate Navigator Training

UPT—Undergraduate Pilot Training

USAF—United States Air Force

VFR—Visual Flight Rules

VHF—Very High Frequency

VOR—VHF Omni-directional Range navigation system

VTRAT—Visual Threat Recognition and Avoidance Trainer

WIC—Weapons Instructor Course

WX—Weather

Terms

Basic Aircraft Qualification (BAQ) Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed mission qualification and is maintaining the applicable basic mission qualification currency requirements of this instruction. Basic mission capable crewmembers may perform primary crew duties on any unilateral training mission and CONUS missions.

Calendar Month—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

Combat Mission Ready (CMR) Aircrew Member—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

Conversion Training—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. For unit conversions, when formal school courses are not available to handle the throughput, ANG will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

Dual Qualified—A crewmember who is qualified in more than one crew position in the same MDS.

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4022, Individual Mission Grade Record, related to the specific course.

Infrared Detection System (IDS)—A passive navigation/sensor system which detects radiant infrared energy.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF IMT 4024. Instructor certified events are documented in AF Form 4348 (or MAJCOM approved substitute).

Mission Design and Series (MDS) for Aircraft—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

Mission Events—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

Mission Oriented Simulator Training—Training conducted in a WST or MRD that incorporates a full mission profile. The focus of this training should be crew coordination and problem solving.

Multiple Qualification—A crewmember who is qualified in more than one MDS.

Primary Mission Aircraft Inventory (PMAI)—Aircraft assigned to a unit for performance of its wartime mission. PMAI forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours.

Self-Contained Approach (SCA)—An approach conducted using self-contained navigation systems on the aircraft.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (i.e. pilot, navigator, etc.).

Training Status—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crewmember is removed from training status.

Volume—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly or semiannually).

Attachment 2**MISSION SYSTEMS OFFICER (MSO) REFRESHER COURSE**

A2.1. General. The MSO refresher course is designed to improve standardization and to provide maximum training to improve and refine MSO job skills. A simulator may be used if available. Students will not be evaluated during the MSO Refresher Course. Until a course is developed each unit is encouraged to develop their own course and complete annually.